

LEGEND

Staff Recommendations

- Expressway/Prime Arterial (6.1,2)
- Major Road Series (4.1)
- Boulevard Series (4.2)
- Community Collector Series (2.1)
- Light Collector Series (2.2)
- Minor Collector Series (2.3)
- Local Public Road (LPR)
- Fire Access Road (FA)
- Deleted/Unbuilt Road

Road Components

- Raised Median
- Continuous Turn Lane
- Intermittent Turn Lane
- Improvement Options*
- Reduced Shoulder

X.X Proposed CE Roadway Standards

* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

Matrix Key & Level of Community Concurrence

- # Agree
- # Minor Disagreement
- # Major Disagreement
- # No Action

Twin Oaks/ Hidden Meadows: Proposed CE Road Network

LEGEND

Staff Recommendations

Expressway/Prime Arterial (6.1,2)

Major Road Series (4.1)

Boulevard Series (4.2)

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Minor Collector Series (2.3)

Local Public Road (LPR)

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Improvement Options*

Reduced Shoulder

Proposed CE Roadway Standards

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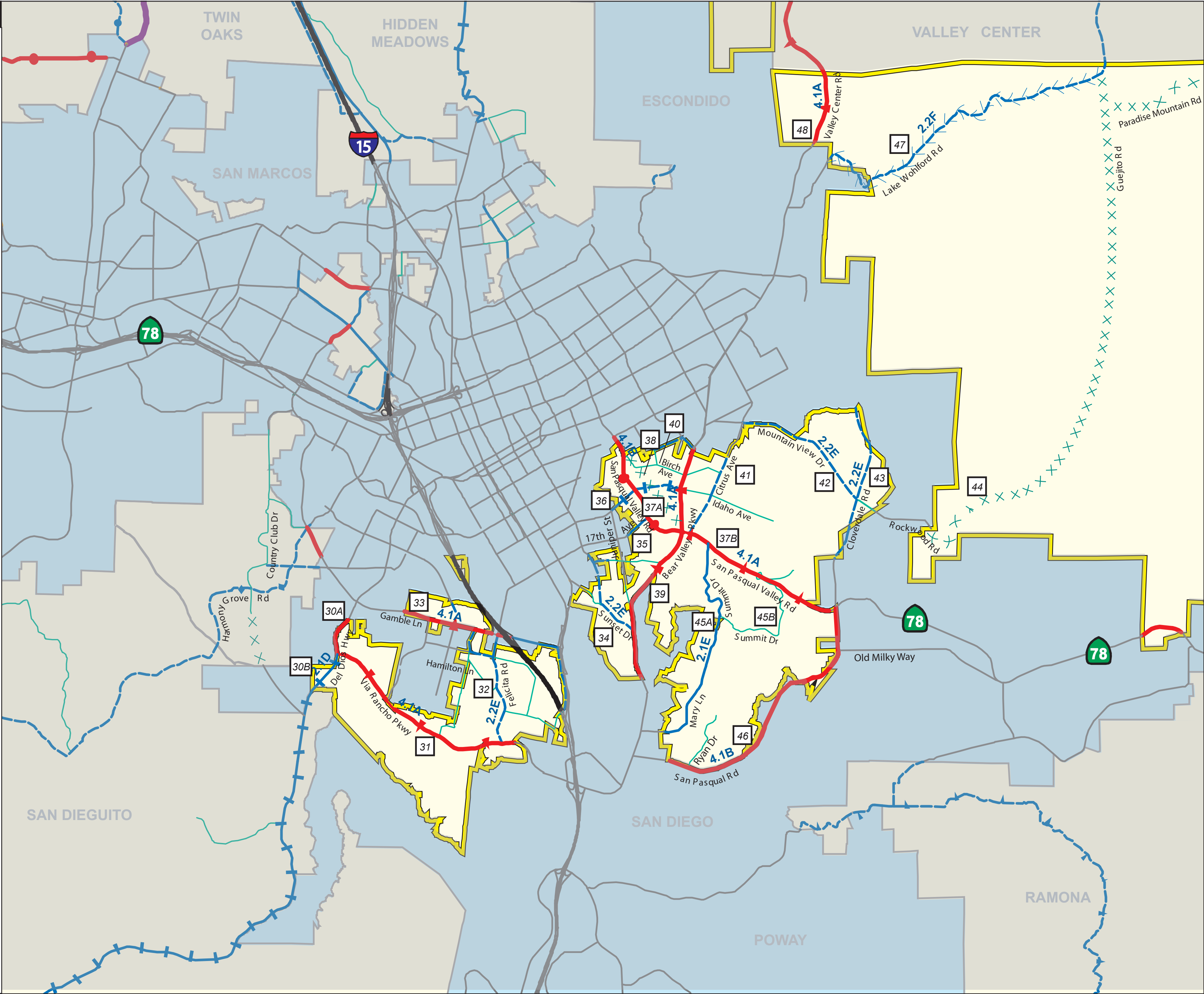
Matrix Key & Level of Community Concurrence

Agree

Minor Disagreement

Major Disagreement

No Action



CE Road Segment	Board-Endorsed Network	Rationale
1 Sunset Drive (SC 1190) <u>Segment:</u> Melrose Drive to Emerald Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road is operating at LOS A-C. <i>Inter-jurisdictional Issue</i> -- The City of Vista classifies eastern segment of Sunset Drive as a 2-lane road.
2 Mar Vista Ave <u>Segment:</u> Mar Vista Drive (Vista) to Cannon Road (Carlsbad) <u>Existing Condition:</u> Unbuilt & 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic. <i>Maximize Traffic Movement</i> – Connects a state highway with a Prime Arterial. <i>Inter-jurisdictional Issue</i> -- The City of Vista requested the County re-align this road, but staff recommends maintaining the existing alignment because projected traffic counts do not warrant building a new road.
3 Foothill Drive <u>Segment:</u> Vale Terrace (Vista) to Buena Creek Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Upgrade 2.2 D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Projected traffic counts suggest road is near capacity.
4 Monte Vista Drive <u>Segment:</u> South Santa Fe Avenue (Vista) to Buena Creek Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts.

CE Road Segment	Board-Endorsed Network	Rationale
<p>5 South Santa Fe Avenue <u>Segment:</u> Montgomery Street to Bosstick Boulevard (San Marcos) <u>Existing Condition:</u> (CIP = 4 +lanes) <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road is operating at LOS A-C. • <i>Inter-jurisdictional Issue</i> - The City of Vista classifies northern segment of road as 4 lanes.
<p>6 Buena Creek Road (Western Segment) <u>Segment:</u> South Santa Fe Avenue to Sugarbush <u>Existing Condition:</u> 2 lane road <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts.
<p>7 Sycamore Avenue <u>Segment:</u> South Santa Fe Avenue to Highway 78 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Upgrade Classification 6.2 Prime Arterial (6 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 6-lane road is needed to accommodate projected traffic.
<p>8 State Route 78 <u>Segment:</u> Mar Vista Drive to Smilax Road <u>Existing Condition:</u> 6 lanes <u>Current Classification:</u> Freeway (6 lanes)</p>	<p>Minor Upgrade 6.1 Expressway (6 lanes) + 2 HOV lanes</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – 2 additional HOV lanes (as identified in the RTP) will improve the LOS from F to E (165,000 ADT). <p>Note: Proposed classification will operate at LOS E/F</p>

CE Road Segment	Board-Endorsed Network	Rationale
<p>9 Smilax Road</p> <p><u>Segment:</u> Oleander Avenue to South Santa Fe Avenue</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Equivalent Classification</p> <p>4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts.
<p>10 Rancho Santa Fe Road</p> <p><u>Segment:</u> Melrose Drive (Vista) to San Marcos Boulevard (San Marcos)</p> <p><u>Existing Condition:</u> 4 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Upgrade Classification</p> <p>6.2 Prime Arterial (6 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Projected traffic counts suggest a 6-lane road is needed. • <i>Interjurisdictional Issue</i> -- A 6-lane classification is consistent with the City of San Marcos CE classification (Oct 2001).
<p>11 Las Posas Road</p> <p><u>Segment:</u> San Marcos Boundary to Buena Creek Road</p> <p><u>Existing Condition:</u> Unbuilt</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.2C Light Collector with Intermittent Turn Lane (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road serves regional traffic commuting to/from north county cities and will operate at an acceptable level of service standard (LOS D). • <i>Minimize Environmental Impacts</i> – A 2-lane road is less impactful to the natural upland habitat and MSCP pre-approved mitigation area. • <i>Inter-jurisdictional Issue:</i> The City of San Marcos requested the County retain this road because of the recently constructed Hwy-78 Las Posas Road interchange and because it is identified in the North County Parkways Plan. <p>Note: No intermittent turn lane within the preserve.</p>

CE Road Segment	Board-Endorsed Network	Rationale
12 La Cienega Road (SA 510) <u>Segment:</u> San Marcos Boundary to Los Posas Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Community Consensus</i> – Twin Oaks Valley residents support removing road from Circulation Element. • <i>Support land use goals</i> – This road is not needed for semi-rural residential development planned in the area. • <i>Minimize costs</i> – Road is not needed to support forecast traffic volumes.
13 Buena Creek Road (Twin Oaks Valley Segment) <u>Segment:</u> Sugarbush Drive to Twin Oaks Valley Road <u>Existing Condition:</u> 2 lanes + <u>Current Classification:</u> Major Road (4+ lanes)	Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) <i>CSG Preference:</i> Downgrade to a 2-lane Road Classification	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road is needed to adequately serve projected traffic volumes (15,700 ADT).
14 SA1414 (Unbuilt road connecting Buena Creek Road and Deer Springs Road) <u>Segment:</u> Buena Creek Road to Deer Springs Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Buena Creek Road at 4 lanes can accommodate projected traffic volumes this plan cycle. Tests show that building Road CA SA1414 produces increased congestion on Deer Springs Road. • <i>Minimize Costs</i> – Avoid areas with high costs for road construction and/or environmental mitigation.

CE Road Segment	Board-Endorsed Network	Rationale
15A Twin Oaks Valley Road <u>Segment:</u> SA1414 alignment to Bonsall Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road is operating at level of service A-C. <i>Support Land Use Goal</i> – 2-lane road can adequately serve the semi-rural and rural land uses planned for the area.
15B Twin Oaks Valley Road <u>Segment:</u> San Marcos Boundary to SA1414 (unbuilt) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road is operating at LOS A-C.
16 Mulberry Drive <u>Segment:</u> San Marcos Boundary to Deer Springs Road <u>Existing Condition:</u> 2 lanes (dirt road) <u>Current Classification:</u> Collector Road (4 lanes)	Remove from CE Network	<ul style="list-style-type: none"> <i>Minimize costs</i> – Road is not needed to support forecast traffic volumes, emergency fire access, or the completion of a connected network of CE roads.
17 Deer Springs Road <u>Segment:</u> I-15 to Buena Creek Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Upgrade Classification 6.2 Prime Arterial (6 lanes) <i>CSG Preference:</i> Downgrade to a 2-lane Road Classification	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 6-lane road can adequately serve projected traffic volumes. <p>Note: Traffic forecasts do not include the proposed Merriam Mountain GPA.</p>

CE Road Segment	Board-Endorsed Network	Rationale
18 Mesa Rock Road <u>Segment:</u> Deer Springs Road to North Centre City Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Minor Upgrade 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic volumes. <i>Support Land Use Goals</i> – Upgrading to a CE classification will provide an alternate route for traffic on Deer Springs Road.
19 Interstate 15 <u>Segment:</u> Nutmeg Street (Escondido) to Gopher Canyon Road (Bonsall) <u>Existing Condition:</u> 10 lanes <u>Current Classification:</u> Expressway (6+ Lanes)	Equivalent Classification 6.1A Expressway (6+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Projected traffic counts suggest a 12-lane road is needed (Approximately 250,000 ADT). <p>Note: Unfunded CalTrans Improvements. GP2020 Traffic models assumed 4 additional lanes on Interstate 15 that are not included in SanDAG RTP.</p>
20 Champagne Boulevard <u>Segment:</u> Mountain Meadow Road to Old Castle Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.
21 North Centre City Parkway <u>Segment:</u> Mountain Meadow Road to Nutmeg Street <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.

CE Road Segment	Board-Endorsed Network	Rationale
22A Jesmond Dene Road (North/South Segment) <u>Segment:</u> Parallel to North Centre City Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Equivalent Classification Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Parallel facility (North Centre City Parkway) has excess capacity. • <i>Build Community Consensus</i> – Sponsor Group supports maintaining this segment as a local public road.
22B Jesmond Dene Road (East/West Segment) <u>Segment:</u> North Broadway to Centre City Parkway <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic volumes. Wider ROW is retained to maintain flexibility for future road improvements.
22C Jesmond Dene Road (Eastern Segment) <u>Segment:</u> Melrose Drive to Emerald Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Remove from CE Network	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Remove roads from the CE network when they are not needed to support forecast traffic volumes, emergency fire access or the completion of a connected network or CE roads.
23 North Avenue <u>Segment:</u> Broadway to Cleveland Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Equivalent Classification Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Alignment of road and projected traffic volumes do not warrant circulation element classification.

CE Road Segment	Board-Endorsed Network	Rationale
<p>24 North Broadway</p> <p><u>Segment:</u> North Avenue to Mountain Meadow Road</p> <p><u>Existing Condition:</u> 2 lanes & portion unbuilt</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification</p> <p>2.1D – Community Collector with Improvement Options (2+ lanes)</p> <p><i>Raised Median is preferred improvement option</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road with a raised median produces an acceptable level of service. Wider ROW is retained to maintain flexibility for future road improvements.
<p>25A Mountain Meadow Road</p> <p><u>Segment:</u> 1-15 to North Broadway</p> <p><u>Existing Condition:</u> 4 lanes with portion unbuilt</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Equivalent Classification</p> <p>4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Community Consensus</i> – A 4-lane road is supported by the community. • <i>Interchange Capacity</i> -- The proposed land use modifications produce fewer trips. <p>Note: Proposed classification produces LOS F.</p>
<p>25B Mirar de Valle Road</p> <p><u>Segment:</u> Mountain Meadow Road to Valley Center Road</p> <p><u>Existing Condition:</u> Unbuilt</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Raised Median is preferred improvement option</i></p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Valley Center needs additional routes to I-15 to support planned development. A single 2-lane road produces a level of service F. • <i>Build Community Consensus</i> – Valley Center Planning Group does not support widening Valley Center Road to six lanes. • <i>Interchange Capacity</i> - The proposed land use modifications produce fewer trips. <p>Note: Proposed classification produces LOS F.</p>

CE Road Segment	Board-Endorsed Network	Rationale
26 Rock Springs Road <u>Segment:</u> West Montiel Road to Bennett Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Segment connects City of Escondido with the City of San Marcos. • <i>Interjurisdictional Issue</i> -- 4-lane road classification is most consistent with classifications in San Marcos and Escondido.
27 Nordahl Road <u>Segment:</u> Rock Springs Road to El Norte Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4 lanes)	Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Segment connects heavily traveled roads in San Marcos (Mission Road and El Norte Parkway). • <i>Interjurisdictional Issue</i> -- 4-lane road classification is most consistent with the southern segment of the road located within the jurisdictional boundaries of San Marcos (Major Arterial).
28 El Norte Parkway <u>Segment:</u> Nordahl Road to Reese Road <u>Existing Condition:</u> 4 lanes + median <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road is operating at a level of service A-C. • <i>Interjurisdictional Issue</i> -- 4-lane road classification is most consistent with classifications in San Marcos and Escondido.
29 North Ash Street <u>Segment:</u> Hubbard Avenue to Rincon Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic counts. • <i>Inter-jurisdictional Issue</i> -- The minimum ROW requirements are consistent with those noted in the Escondido Circulation Element (Collector 84' ROW).

CE Road Segment	Board-Endorsed Network	Rationale
30A Del Dios Highway <u>Segment:</u> Date Lane to Via Rancho Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts (33,000 ADT).
30B Del Dios Highway <u>Segment:</u> Via Rancho Parkway to Monticello Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	Downgrade Classification 2.2D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is preferred improvement option</i>	<ul style="list-style-type: none"> <i>Community Consensus</i> – Consistent with San Dieguito proposal. <i>Support Land Use Goals</i> – A 2-lane road classification is consistent with rural and semi-rural residential development. <p>Note: Proposed road classification will operate at LOS F (48,000 ADT)</p>
31 Via Rancho Parkway <u>Segment:</u> Del Dios Highway to Old Via Rancho Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic counts (24,400 ADT).
32 Felicita Road <u>Segment:</u> Via Rancho Parkway to Citracado Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road is operating at level of service A-C. <i>Appropriate Road for Land Use</i> – A 2-lane road is appropriate because road leads directly to Felicita County Park.
33 Gamble Lane <u>Segment:</u> Felicita Road to Calle Catalina Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – City of Escondido plans to connect Gamble to Citracado necessitating a 4-lane road.

CE Road Segment	Board-Endorsed Network	Rationale
34 Sunset Drive <u>Segment:</u> Bear Valley Parkway to West Vermont Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road is operating at level of service A-C. • <i>Build Community Consensus</i> – Consistent with the classification noted in the Escondido Circulation Element (local collector).
35 17th Avenue <u>Segment:</u> Encino Drive to San Pasqual Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road can adequately serve projected traffic counts. • <i>Inter-jurisdictional Issue</i> -- ROW requirements are consistent with those noted in the Escondido Circulation Element (Local Collector 84' ROW).
36 Idaho Avenue <u>Segment:</u> Encino Drive to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Minor Upgrade 2.2D Light Collector with Improvement Options (2 lanes)	<ul style="list-style-type: none"> • <i>Appropriate Road for Land Use</i> – Upgrading to a circulation element road classification is appropriate for the more urbanized portion of this County Island. • <i>Inter-jurisdictional Issue</i> -- ROW requirements are consistent with those noted in the Escondido Circulation Element (Local Collector 66' ROW).
37A San Pasqual Valley Road (Highway 78) <u>Segment:</u> Birch Avenue to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.

CE Road Segment	Board-Endorsed Network	Rationale
37B San Pasqual Valley Rd (Hwy 78) <u>Segment:</u> Bear Valley Parkway to San Pasqual Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Freeway (6 lanes)	Downgrade Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes.
38 Existing CE Right of Way (Hwy 78) <u>Segment:</u> Birch Avenue to Bear Valley Parkway <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Freeway (6 lanes)	Delete CE Road	<ul style="list-style-type: none"> <i>Minimize Costs</i> – San Pasqual Valley Road can adequately serve projected traffic volumes. <p>Note: Long range plans provided by CALTRANS do not include this segment of freeway.</p>
39 Bear Valley Parkway <u>Segment:</u> Zlatibor Ranch Road to Austin Way <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes. <i>Inter-jurisdictional Issue</i> -- Consistent with the classification noted in the Escondido Circulation Element (Major Road).
40 Birch Avenue <u>Segment:</u> San Pasqual Valley Road to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Equivalent Classification Local Public Road	<ul style="list-style-type: none"> <i>Maximize Traffic Movement:</i> Provides an alternative East/West route from Bear Valley Parkway.
41 Citrus Avenue <u>Segment:</u> Mountain View Drive to San Pasqual Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Minor Upgrade 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Maximize Traffic Movement:</i> Provides an alternative North/South route from San Pasqual Valley Road. <i>Inter-jurisdictional Issues</i> - Consistent with the classification in the City of Escondido circulation element (Local Collector 66' ROW).

CE Road Segment	Board-Endorsed Network	Rationale
42 Mountain View Drive <u>Segment:</u> Cloverdale Road to Royal Oak Drive <u>Existing Condition:</u> 2 lanes (portion unbuilt) <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road is operating at level of service A-C. • <i>Support Land Use Goal</i> – 2-lane road can adequately serve the semi-rural land uses planned for the area. • Note -- Consistent with the classification in the Escondido Circulation Element (Local Collector)
43 Cloverdale Road <u>Segment:</u> San Pasqual Valley Road to Old Ranch Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road is operating at level of service A-C. • <i>Support Land Use Goal</i> – 2-lane road can serve this semi-rural land area. • <i>Inter-jurisdictional Issue</i> -- Consistent with the classification noted in the Escondido Circulation Element (Local Collector).
44 Rockwood Road <u>Segment:</u> Cloverdale Road to Lake Wohlford Road <u>Existing Condition:</u> Largely unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Support Land Use Goal</i> - Very low density area does not necessitate a CE road. • <i>Minimize Costs</i> – Avoid steep slopes and areas with high costs for road construction. • <i>Minimize Environmental Impacts</i> – Minimize impacts to sensitive environmental resources.
45A Summit Drive & Mary Lane (Western Segment) <u>Segment:</u> San Pasqual Valley Road to San Pasqual Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Inter-jurisdictional Issue</i> -- Consistent with the classification noted in the Escondido Circulation Element (Local Collector).

CE Road Segment	Board-Endorsed Network	Rationale
45B Summit Drive (Eastern Segment) <u>Segment:</u> San Pasqual Valley Road to Mary Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> N/A	Equivalent Classification Local Public Road	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road is operating at level of service A-C.
46 San Pasqual Road <u>Segment:</u> San Pasqual Valley Road to Bear Valley Parkway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road can adequately serve projected traffic volumes (22,300 ADT).
47 Lake Wohlford Road <u>Segment:</u> Valley Center Road to Woods Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road is operating at level of service A-C. <i>Minimize Environmental Impacts</i> – Road alignments should avoid areas with steep slopes whenever possible.
48 Valley Center Road <u>Segment:</u> North County Metro planning boundary to City of Escondido <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	Downgrade Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Proposed road classification will operate at an acceptable level of service.